

### AMENDMENTS TO THE CLAIMS

Claim 1 (Currently Amended): A method of manufacturing a full face vehicle wheel comprising the steps of:

providing a wheel rim with one opening brim thereof formed to be a flange portion while the other opening brim to be a peripheral joining end, ~~and~~

providing a wheel disk with the periphery thereof formed to be a flange portion for supporting a tire bead sidewise, with said peripheral joining end welded to the back surface of said wheel disk,

providing the back surface of the wheel disk in advance with an annular joining groove;

providing the peripheral joining end of the wheel rim in advance with an inside slope end surface;

seating and positioning said peripheral joining end on the bottom surface of the annular joining groove;

~~producing~~ forming a welding heat confining annular region ~~between~~ surrounded by the inside groove wall of the annular joining groove, the bottom surface of the annular joining groove and the inside slope end peripheral surface of the peripheral joining end ~~by placing the inside edge of the inside slope end surface in contact with or near said inside groove wall;~~ and

welding joining the annular joining groove ~~and to an edge of~~ the peripheral joining end ~~by welding~~, so that the wheel disk and the wheel rim are joined.

Claim 2 (Original): The method of manufacturing the full face vehicle wheel of Claim 1, wherein the inside slope end surface formed at the peripheral joining end of the wheel rim has a slope angle within a range greater than about three degrees and not greater than about 60 degrees relative to the bottom surface of the annular joining groove.

Claim 3 (Currently Amended): The method of manufacturing full face vehicle wheel of Claim 1, further comprising the steps of:

forming the inside slope end surface of the peripheral joining end of the wheel rim by bending the opening brim where said peripheral joining end is formed toward the inside of the wheel rim.

Claim 4 (Currently Amended): The method of manufacturing the full face vehicle wheel of Claim 1, further comprising the steps of:

forming the outside groove wall of the annular joining groove to tilt outward by an angle within a range greater than about 40 degrees and not greater than about 90 degrees relative to the bottom surface of the annular joining groove.